

Co-day's Advertisements.

NOTICE.

MR. WILHELM HELMS has this day been authorized to sign our FIRM in Canton per procreation.

ARNHOLD, KARBURG & Co.,
Hongkong, 25th January, 1898. [164]

THE INSTITUTION OF ENGINEERS AND SHIPBUILDERS OF HONGKONG.
INCORPORATED 1891.

NOTICE TO MEMBERS.

THE SEVENTH ANNUAL MEETING of MEMBERS will be held in the Rooms, No. 13, Praya Central, on SATURDAY, 29th January, at 8.45 P.M., for the purpose of receiving the report of Managing Committee and Statement of Accounts for the Year 1897.

E. J. MAIN,
Hon. Secretary.
Hongkong, 25th January, 1898. [165]

ST. JOHN'S CATHEDRAL, HONGKONG.

THE ANNUAL MEETING of Shareholders and Subscribers will be held in the CITY HALL at 4 P.M. on MONDAY NEXT, January 31st, to transact the following business:— To pass the accounts for 1897. To fill Vacancies on the Church Body. To elect an auditor for 1898. To approve the Regulations.

C. W. SPRIGGS,
Hon. Secretary.
Hongkong, 25th January 1898. [167]

PUBLIC NOTICE OF EXPIRY OF FARM.

THE EXCLUSIVE PRIVILEGE of Preparing Opium and Selling and Retailing Opium so prepared will cease on the 28th February, 1898. No Prepared Opium purchased from us or our Licensees can be used after the 3rd March, 1898, at Noon, without the consent of the new Holder of such Exclusive Privilege as aforesaid.

MAN FOOK COMPANY,
Opium Farmers.
Hongkong, 25th January, 1898. [166]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"YUENSANG,"

Captain J. Kyroch, will be despatched as above on THURSDAY, the 27th instant, at 4 P.M.

This Steamer has Superior Accommodation for First-class Passengers.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 25th January, 1898. [163]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG AND SOERABAYA.

THE Company's Steamship

"ONSANG,"

Captain J. Young, will be despatched as above on MONDAY, the 31st instant, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 25th January, 1898. [163]

Intimations.

DAKIN, CRUICKSHANK & COMPANY,

VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSERS and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 1st March, 1897. [30]

DUMINY & Co.

CHAMPAGNE

EXTRA DRY

Carte D'Or 800

Carte Blanche

Billery 800

Chateau de Charmilles

Apply to Messrs. DODWELL, CARLILL & Co., HONGKONG.

M. OPPENHEIMER & Co., Paris.

Intimation.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINES & SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best growths at MODERATE PRICES.

PRICES LISTED, with Full Details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be decanted at the Dispensary before being sent out.

SHERRY—Excellent Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines.

CLARET—Our Clarets, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currents, as is generally the case with Cheap Wines.

BRANDY—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY—All our Whisky is of excellent quality and of greater age than most brands in the market. The SCOTCH WHISKY marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorized Agents at the Coast Ports.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

Hongkong, 8th December, 1897. [7]

THE HONGKONG TELEGRAPH

HONGKONG, TUESDAY, JANUARY 25, 1898.

REUTERS' MESSAGES.

FRANCE.

LONDON, January 23rd.

Serious Anti-Semitic disturbances have occurred in France.

Indescribable scenes have taken place in the French Chamber, during which blows were freely exchanged and noisiness was summoned to the Lobby.

GREAT BRITAIN AND RUSSIA IN CHINA.

It is officially announced at St. Petersburg that the British men-of-war have received orders to quit Port Arthur immediately. It is understood that this is consequent upon representations by Russia to London.

[It is a pity Reuters omits to say whether the alleged "orders to quit" were from London or St. Petersburg. Either way, we are inclined to disbelieve the report.]

MORE FRENCH NAVAL REINFORCEMENTS FOR CHINA.

The French warships *Vauban* and *Bretagne* have been ordered to China.

LOCAL AND GENERAL.

THE buying rate for sovereigns is \$10.60 per £.

In the cricket match between the H.K. Football and Cricket Clubs, the former were defeated by the Cricket Club by an innings and 189 runs.

CAPTAIN John B. Jellicoe and Lieut. F. A. Powlett have been appointed to H.M.S. *Cunliffe*, dating December 31st and 18th respectively.

A COOLIE, who had taken upon himself the functions of undertaker and priest, was at the instance of Inspector Mann fined \$50 to-day for the illegal burial of a child.

Mr. Leo Hernandez, who has very often appeared before the public of Hongkong, arrived here on Sunday by the *Choywang* with the New York Novelty Co. The Company has been well spoken of in the North and they will entertain the public in the Theatre Royal some time next week and the date of their appearance will be duly advertised.

A SPANISH sailor named Jow charged a Malay sailor with a crack-jaw name, with having banged him on the back of the head with a stick. The evidence was a little queer but the signs of the assault were unmistakable and his Worship remanded the case till Friday next.

The defendant's interpreter had to hear the complainant's evidence in English, translate it in Malay to defendant and then turn the latter's answers into Hindoostani and repeat them to the court interpreter.

P.C. MCKENZIE brought one of Mr. Kennedy's maloes before the court to-day for illustrating a pony by kicking it in the stomach. The pony was one of two drawing a load of hay and it stopped in Murray Road. The officer said he asked the malao why he did not use his whip instead of kicking the animal. The reply was that the whip was no good. The constable touched the pony with the whip and it went off at once. Mr. Kennedy had told the constable that he would allow neither Chinese nor Europeans to illustrate his horses. A fine of \$3 was imposed.

THE returns of the number of visitors to the City Hall Museum for the week ended Jan. 23rd are:—Europeans, 155; Chinese, 2,812; total, 2,967.

In the Supreme Court to-day the Chinese promissory note case, *Lo Ping Kwan v. Tsai Chiu*, was concluded, His Lordship giving judgment for plaintiff with costs. Immediate execution was given to attach some landed property.

At this afternoon's meeting of the Legislative Council H.E. the Governor announced that he had called the meeting together to bid the members good bye and he spoke in kindly terms of his association with them. The Hon. C. P. Chater, Dr. Ho Kah, J. J. Bell-Irving and E. R. Bellillo spoke in reply, praising His Excellency's administration. A full report of the proceedings will appear to-morrow.

INSPECTOR Duncan had three more offenders in the "Weights and Measures Office" before the Magistrate to-day. Strange to say, in the case of the chief offender, the scales were in favour of the buyer, but the buyer, a marine hawk, happened to be the owner of the scales. He was fined \$50. The two others, roan pork sellers, were of the usual style, and against the buyer, and they were fined \$20 each.

THERE is an editor in *Newport News*, Va., whom the British nation ought to rise up and thank. For our part, we should esteem it happiness if we might but grasp his hand. He is a man of tender heart and noble soul. He has been, so to speak, dropping a sympathetic tear over "England's Waning Power." Like another Antony, he has stepped into the forum and uttered our funeral oration. He begins, indeed, with a quotation from the original Antony: "But yesterday the word of Caesar might have stood against the world; now lies he there, and none so poor to do him reverence." But there is at least one great-souled and generous enough to regard with pity the sad spectacle. Listen. "There is a melancholy note in the death song of England's greatness. The decadence of its almost matchless power has been gradual, like the decay which follows the advancing years of a man's life. Half a century ago the omnipotence of England's influence in the Eastern hemisphere was scarcely questioned. Then Great Britain raised up or struck down nations, monarchies, and empires at will. To-day, in its imbecile old age, with its intricate and entangling colonial possessions, it has become a second-rate power, whose influence is scarcely felt in Europe. Poor old England! But yesterday and today word might have made or destroyed empires. To-day thou art the mark for the snubs of a haughty young Czar and hare-brained Emperor. Yesterday the thunder of thy cannons made monarchs tremble on their thrones. To-day thou art the mark of Krieger's sneers, while 'the sick man of Europe' laughs at thy ultimatum. How are the mighty fallen! There is more, but we cannot quote further. If anything is to console us for having fallen into so pitiful a condition, it is the beauty of this exquisite epitaph. England must feel that she has not been great in vain to have called forth in her dying days such words as these. Inasmuch, however, as we find in another column of the contemporary that quote the article, a frenzied outcry against the number of British vessels in American waters, and the controlling influence of Britain on American trade, we are almost in doubt whether it may not be an emanation of that dreadfully subtle thing—American humour.—*The Shipping World*.

THE *Saturday Review* believes that the publication of the verses "At Dargai," reproduced in our columns a few days ago, will prove the grave of Sir Edwin Arnold's reputation. With its customary breeziness it says:—"It is refreshing to see how the eminent poets of the day are getting themselves found out in their old age. Only the other week it was Mr. Alfred Austin who mumbled himself in the sacred cause of science; Sir Lewis Morris has long since leapt into oblivion. Now it is Sir Edwin Arnold who goes down alive into the pit; and the *Largest Circulation in the World* graciously erects a broken column over the place of his disappearance. Let any one who supposes that Sir Edwin Arnold has left in him any of the making of a poet, endeavour to read the doggerel rhymes 'At Dargai,' with which he made his last gasp in publicity during the past week, and he will thereafter hold his peace. Between such stuff and even the poor stuff which poets may occasionally write a gulf is fixed over which there can be no crossing. The pit is not to be argued. We snip one stanza from the devil's dozen that go to form the 'Bridge of Hell' over which Sir Edwin Arnold's muse makes its bat-squeak exit:—

"Men of the Gourd in Highland dress!
Colonel Mathias loudly cries,
The General's orders are to take,
At any cost, the Gourd!
Yonder position! His will make it!
The Gourd Highlanders will take it!"

In the following verse the Gordons are to be found 'drowning muskels on the hill' and in the next, 'homely Highland lilt' and 'bunkin, plume and kil' rush shyming together to scare the hill-trailers from their 'grim position.' In the next they meet with 'rebel hordes' of Sir Edwin's imagination—almost the only bit of imagination the poem contains. It is to be hoped that the *Daily Telegraph* takes a long time reaching the front; there will be little fight left in the Gordon Highlanders when this cold *dough* from the rear reaches them. Once upon a time Sir Edwin Arnold was supposed to be a great gun; we fear he has proved to be only a 'drowned muskel.' If a faint funeral echo of a farwell shout may be discharged over the grave where this dead reputation lies buried, let it be this—

"I was too good to die in this way!
The Gourd Highlanders will take it!"

This is quite W. S. Gilbert's *Phonograph* style and not such good rhyme as "He himself has said it, and it's pretty to his credit, that he is an Englishman!" And the worst of it all is that the brunt of the battle fell not on the Gordons but on the Gourd!

It is reported that the proprietors of the Kowloon Ferry service have already given orders for the construction of another double-ended ferry boat of similar design to the *Golden Star*. This *Golden Star*, or "double-ended" as she is usually called, has proved a decided success on the Kowloon run and many people are beginning to grumble at the discomfort of the older and smaller boats. We must congratulate the Ferry folk upon the reputation which this new boat has earned, and, at the same time, remark that we hope shortly to see only double-ended boats employed in the ferry traffic.

THE courtesy of the Colonel and the officers of the Hongkong Regiment in allowing the band to play in the grounds of the Mess on Sunday is keenly appreciated by the Kowloon residents. It is one may judge by the numbers who affect its vicinity on that day. There is usually a goodly sprinkling of Hongkongites also, and it is certain that the band on Sunday afternoon is tending to render Kowloon more popular as a place of resort. Could not the P. W. D. authorities be prevailed upon to place a few seats here and there along the sea front for the comfort of those listening to the strains of the band.

MESSRS. Warner, Barnes & Co.'s circular, dated Manila, 19th January said:—Coals.—Arrivals are British *Bark Hamburg* with Australian coal consumers. Business has been done in Australian at \$12.50 landed tons to extent of 5 to 6,000 tons. Japan continued dull, nothing doing. Petroleum.—Firm at \$4.61 for American, and \$4.74 for Russian, per case. Exports.—Hemp.—With the little disposition to sell shown by dealers, and the improving market in England, prices of all kinds of hemp have steadily advanced.—Fair settlements were made during the past few days of Albany cargo on the basis of \$8 for current. To-day there is a stronger feeling, and we hear of settlements on the basis of \$8 1/2, and at this figure we close firm with very small offerings. Sugar.—Manila Extras (about No. 9 D. S.) are still in small supply, owing to deficiency in crop and protracted wet weather impeding crushing. Teal.—Nominal, no crop. Iololo—Arrivals have been small for the time of year, and the market has fluctuated from \$4.25 to \$4.75, basis of assorted.—By latest telegraphic advices business was being done at the latter quotation.

A CURIOUS story arising out of the Chinese New Year festivities was told to Mr. Woodhouse at the Magistrate to-day. A Chinese clerk charged a Pottinger Street silk merchant with having assaulted him by kicking him while in the defendant's house on Sunday night. Complainant's evidence was that he was visiting the wife of a friend at defendant's house and the assault was then committed. After hearing the one side Mr. Woodhouse put the defendant in the box and he charged the clerk with disorderly behaviour. Through the firing of "clackers," he said, he was unable to sleep on Saturday night and he wanted to go to bed early and his wife also was ill. Defendant and the married woman, with a girl, were in the back room playing, singing, and laughing. He went in and spoke to them and then he (the merchant) went out and came back with a friend, when he advised the clerk to go away, as he was acting contrary to "the Chinese custom." The clerk abused him and used most unpolite language and left. The merchant said the summons was taken out against him for assault to cause him trouble as he wanted to go away. He had given the married woman notice to leave and he would not have let the rooms to her if he had thought she would have so frustrated the Chinese propitities. His Worship said that he had done well to give the woman notice and under the circumstances he would do nothing further in the case. He also told the clerk that he could do as he liked provided he did not cause trouble other people.

"POWAN" AND "KWANGLIE" IN COLLISION.

THE H.K. C. & M. Co.'s steamer *Powan* when coming in from Canton at 1 o'clock this morning, collided with the steamer *Kwanglie* lying at the China Merchants' Co.'s wharf. The stern of the latter vessel was damaged in the wood-work and the *Powan's* starboard bow was also injured. The *Powan* has gone into dock. The rudder of the *Kwanglie* is reported to have been damaged and she too will go into dock. An enquiry will probably held regarding the collision.

THE INDIAN YARN TRADE.

The following letter has been received by the Chinese merchants dealing in Indian yarn in Hongkong from Sir George Cotton, President of the Bombay Millowners Association, in reply to a representation lately made for working the mills short hours:—

Forbes Street,
Bombay, 3rd January, 1898.

Hung Kuo Phoo How,
President of the Meeting of Chinese Merchants dealing in Indian Yarn c/o Messrs. Fremont Wormalde & Co., Hongkong.

Sir,—I beg to acknowledge receipt of your favour of the 7th and 9th of December, the latter acknowledging receipt of my Committee's telegram in reply to the one received from you. I am circulating your very interesting letter of the 9th amongst the members of the Committee so that they may fully understand your views of the present position of the trade. Personally I fear that now Bombay Mills have to compete with those in China and Japan short time for trade, as the increased cost of production consequent on curtailment of working hours would be a premium to our competitors and tend to an expansion of the number of Mills already at work on your side. I am hopeful that low prices will increase consumption in India and that your stocks will be considerably reduced once the Northern Ports are again open.

Trusting that the New Year will bring you and all our friends in China prosperity,

I am, Sir,
Yours very faithfully,
(Signed) G. CORSON.

REVIEWS.

Good Reading from many Books, Selected by their Authors. (London, T. Fisher Unwin.) This excellent little series of striking passages from the works of the best authors is now in its third year. Apart from the intrinsic interest of the extracts themselves—a dramatic scene from a novel, a gem from a book of poems, a chapter of bright dialogue, or a vivid word-picture taken out of its framing to stand by itself—the compilation has the additional attraction of showing the judgment of authors on their own masterpieces. It may frequently happen that a writer passionately fancies he has excelled himself in a portion of his work which the average reader would consider mediocre; while the writer must occasionally be surprised to find that something which he felt very dissatisfied with, has really been a signal success. As mentioned in the preface, the old-time reviewer is to some extent being displaced by the less laborious practice of "giving samples"; to properly review a book takes perhaps not as long as to write one, but certainly a great deal longer than to read one. In the days when new books were rare, it was possible to develop reviewing into a fine art, and the highest point was attained when Macaulay wrote not only the review but the book itself. It is a pity that the review has become a literary triumph fit to crown the author's laurels, and that the reviewer's avocations of new publications on the reviewer's desk—in England—and the work has to be got through more expeditiously. Thus, gradually, the high-class literary review has become an impossibility. Even if a critic, for the love of his work, goes to the trouble and finds the time to do full justice to his task, the public has too much to read and too little leisure; where there used to be a page there is an acre of reading-matter now. So the "review by sample" becomes inevitable, and from that to the publication of authors' own selections is but a short step. It is a good one. The small book now before us amounts to a collection of short stories, of the kind so popular within recent years; each about half a dozen pages, with the distinguishing feature that any reader who wishes can get a whole volume of this or that sample, and any reader who does not care to do that, need not go further than the single scene with its introductory note of explanation. The writers include Max Miller, Paul Bourget, "John Oliver Hobbes," George Augustus Sala, Louis Berthelot, "The Dreadful Twins," Amelia E. Barr, Charles Keene, and about forty others, some in French and German from the titillating magazine *Cosmopolis*. We do not propose to discuss the whole lot in these columns, but vouch for the excellence of the collection, and congratulate the publishers on their success. The book is essentially one that can be taken up for a few minutes and either read right through, dipped into at random, or laid aside for a time; but it is also essentially one that will never be laid aside long until it is finished.

British Policy in China; a Retrospect and some Conclusions. By J. O. P. Bland. (Kelly & Walsh, Ltd.) This is a most masterly summary of the history of British intercourse with China during the past half century, and a whole matter in a nutshell. It was published in *The Times*, and we are pleased to find that it is so well written as to be certain of commanding attention and doing good; while it is a beautiful concise—only makes twenty-seven pages of large print—and is at once quick in tone and forceful without straining. If anything could wake up the British statesmen in the gloomous atmosphere of Peking or the dry rot of Downing Street, it is a booklet of this kind; while there is not a statement in it which is a matter of opinion or a question for argument, nor is there a sentence that is couched in language liable to be challenged by the most thin-skinned stickler for the *status quo in loco*. For the sake of helping on the good cause (which we judge to be Mr. Bland's chief desire in publishing the article) we take the liberty of reproducing his concluding list of urgent requirements:—

1. The strict observance of existing treaty stipulations.

2. Free transit through China, all inland charges being commuted in one fixed duty payable at the frontier.

3. The proper assignment of revenue payable to Provincial Treasuries in lieu of *li-hsin*, etc., could probably best be determined by aid of an extension of the foreign Customs Collectorate. Any increase in the treaty tariff should be conceded only upon the condition of one duty covering the whole Empire, and under suitable guarantees.

4. Recognition of the general principle that the extension of trade is a measure beneficial to Europe and China alike, and therefore one to be encouraged by the Chinese Government.

5. The removal of all artificial obstructions upon commerce, such as excessive taxation of export staples, absence of standard coinage, prohibition of the development of mineral resources, etc.

6. Internal administrative reform; reduction in the numbers of officials, leaving an adequately paid Civil Service.

7. Minor points to be kept in view are the necessity for improved legislation where foreigners are obliged to use Chinese in the native Courts (such Chinese defendants or criminals being at present practically exempt from jurisdiction) and the clearer definition of the duties and powers of provincial authorities *vis-à-vis* British Consular officers.

The New Regulations for Preventing Collisions at Sea, by Henry E. Pollock, barrister-at-law. (Kelly and Walsh, Ltd.)

The objects of this small book, as set forth in the preface, are (1) To acquaint those who are interested in the navigation of ships with the provisions of the new Regulations for Preventing Collisions at Sea, (which came into force on the 1st of July, 1897) and (2) To endeavour, by a comparison of the wording of the present Regulations with that of the former Regulations of 1864, 1880, and 1883, and also by a reference to cases decided under these former Regulations, to indicate the probable construction which would be placed by a Court of Law upon the terms and phrases employed in the new Regulations.

The latter object has been a difficult one to attain, because the new Regulations are founded in the main upon the Regulations approved of at the International Conference, held at Washington, in the years 1880-1890, and contain one or two important differences in language from the wording of previous British Regulations.

Article 10 of the Regulations of 1884 (together with various modifying Orders in Council) which deals with the lights required to be carried by certain fishing boats, and is still in force, has been placed for convenience, in an Appendix by itself.

For the sake of completeness, reference is made in this book to those provisions of the Merchant Shipping Act of 1894, which have superseded and replaced the well-known sections 16 and 17 of the Merchant Shipping Act of 1873.

The Order in Council of the 25th November, 1897, and the plan text of the new Regulations, will be found in the supplement at the end of the book.

The author, with that "infatigable capacity for taking pains" which characterises all his work, has given references to nearly three hundred cases, with a view to the elucidation of the difficult problem—what construction will the Courts put on the wording of the new regulations? As far as we can see, the author has studied and examined the new regulations most exhaustively, and fulfilled his task as ably and completely as can be done; though of course time alone will prove the accuracy of his inferences. There is a useful index at the end of the book. It is a valuable volume which, knowing the soundness and conscientiousness of the author's work, all shipmasters and members of the legal profession in seaports would do well to acquire.

Chronicle and Directory for China, Japan, etc. (Hongkong Daily Press Office.) This handy and comprehensive book of reference is again to hand, the 1898 edition showing a considerable advance on its predecessors. It is brought up to date by the inclusion of the latest treaties—Burma-China Convention of 1897, etc., the newly opened ports in Korea and on the West river, and latest details in the descriptive parts relating to each port. It would be an additional feature of excellence if the publishers would insert a map or maps showing the West River ports; and in the index there should be a list of maps. There is a new plan of Batavia, and the Hongkong map is up to date. We dislike the practice of pasting a large map by its middle into the book; it would be easier to see the central part of the map if fastened in by the edge. These slight alterations we suggest to the publishers without in the least detracting from our high opinion of the work. This directory is well written and indispensable to all who have a need of a recommendation from us, but we can say that it is admirably printed, carefully revised, and well bound, with interesting information about Watkins' Stimulating Hairwash on the cover.

Secretary to Baynes, M.P. By W. Pett Ridge. (London, Methuen & Co., Hongkong, Kelly & Walsh, Ltd.)—The same of Pett Ridge is best known in connection with small and choice sketches of London *fourpence* and *halfpenny* series. He is a well-known and an English tutor a fixed belief in the educational value of working for a livelihood. He comes to London innocently, only too glad to escape from the cage life of a Severe Highness in a semi-civilized principality. He begins with an unformed character, and not much even of that; he sees the stern reality of life in his heart's content, and a good deal more. He engages himself as private secretary to a member of Parliament who bids for popularity among his constituents by taking up social questions; and as he works mostly by proxy, the secretary is at once plunged into the seething life of East London. There he is identified by somebody from his principal, and immediately he is a marked man; for some inscrutable reason, there are always people who want to murder a place, though this place has not had sufficient force of character to get himself disliked. The adventures that ensue are thrilling in the extreme, and not far fetched in any case. The picture of life in Pett Ridge's very best; the Cockney dialogue, the wit and the narrowness of mind, the varied phases of human nature, are more than photographic; they are depicted by an artist of highest rank. It is a fascinating book, and not the smallest charm in it is the evolution of Mr. Baynes' secretary from an innocent countryman with the germ of a man, to a noble and a noble nature, with a wife who is equally lovable and has passed through equally severe tests.

THE MISSING STEAMER "PELICAN."

We are sorry to state that no news has yet been received of the Northern Pacific Co's steamer *Pelican*, which left Tacoma on October 28th, last year laden with a full cargo of railroad ties for Tientsin.

The *Pelican* was in command of Captain Gore, formerly first officer of the Northern Pacific liner *Victoria*, and latter master of the *Victoria* during the absence of Captain Patton, her regular master, on a visit to Europe. He has had charge of the *Pelican* for several months. It is supposed that the *Pelican* has lost her propeller and is adrift on the ocean, or that she has foundered. Marine men incline toward the theory that she is adrift, and the reason that she was loaded with timber. Mrs. Gore is at her home in Tacoma and is nearly distracted at the continued delay of the ship in reaching harbor.

Mr. Patterson was first officer of the *Pelican* and Mr. Jack her chief engineer. The wife of the first officer is in Port Townsend. The third engineer of the vessel was Mr. Kyle, son of Mr. Kyle, of the Hongkong Dock Co.

The *Pelican*, when she left the Sound, carried forty souls. The officers were all Europeans and the crew was made up of Asians.

The ship carried a full cargo of 7,444,000 feet of railroad ties, valued at \$9,500, for the North China railroad.

The *Pelican* was a strong steel ship built by Barclay & Co., of Glasgow, in 1882, and her consignees, the Northern Pacific Steamship Company, think that she has not foundered, but that her screw has either dropped off or her machinery has broken down. Unless picked up by some passing ste

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAGOSHIMA MARU	SEATTLE, WASH., via Kobe and YOKOHAMA	THURSDAY, 27th January, at 4 P.M.
YAMASHIRO MARU	THURSDAY ISLAND, TOWNSVILLE, KEPPEL BAY, BRISBANE, SYDNEY, MELBOURNE	FRIDAY, 28th January, at 4 P.M.
INABA MARU	MARSEILLES, LONDON, NEW CASTLE, and ANTWERP, via SINGAPORE (Transshipping Cargo for JAPAN PORTS, PENANG, COLOMBO and PORT SAID)	THURSDAY, 3rd February, at 4 P.M.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 21st January, 1898.

Shipping.

STEAMERS.

OCEAN STEAMSHIP COMPANY.
FOR SANDATAN AND KUDAT.
THE Company's Steamship

"DEUCALION"
Captain Branch, will be despatched TO-MORROW, the 26th instant, at 3 P.M.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 25th January, 1898. [157]

CHINA NAVIGATION COMPANY, LIMITED.
FOR MANILA.
THE Company's Steamship

"SUNGKIANG"
Captain Dodd, will be despatched as above TO-MORROW, the 26th instant, at 4 P.M.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 24th January, 1898. [159]

MOGUL-WARRACK-MILBURN LINE.
FOR NEW YORK, via SUEZ CANAL.
THE Steamship

"PORT ADELAIDE,"
to sail about the 26th January, 1898.
S.S. "CHAZEE" about 26th February.
S.S. "ARCHER" about 26th March.
S.S. "ATHAN" about 26th April.
S.S. "LENNOX" about 26th May.
S.S. "ENERGIA" about 26th June.
For Freight or Passage, apply to DODD, CARLILL & Co., Agents.
Hongkong, 6th January, 1898. [1913]

NAVIGAZIONE GENERALE ITALIANA, (FLORIO & RUBATTINO UNITED COMPANIES).

STEAM FOR SINGAPORE, PENANG AND BOMBAY.
Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.
ALSO
VENICE AND TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.
Taking Cargo at through rates to PERSIAN GULF and BAGDAD.
BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.
THE Steamship

"BORMIDA,"
Captain Noels, will be despatched as above ON FRIDAY, the 28th instant, at Noon.
At Bombay the Steamers are discharging in VICTORIA DOCK.
For Further Particulars regarding Freight and Passage apply to CARLOWITZ & Co., Agents.
Hongkong, 21st January, 1898. [153]

CHINA NAVIGATION COMPANY, LIMITED.
FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship

"CHANGSHA,"
Captain Williams, will be despatched on MONDAY, the 31st instant, at 3 P.M.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
A fully qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 18th January, 1898. [130]

OCEAN STEAMSHIP COMPANY.
FOR LONDON, via SUEZ CANAL.
THE Company's Steamship

"HECTOR,"
Captain Barr, will be despatched as above on MONDAY, the 31st instant.
For Freight, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 18th January, 1898. [123]

FOR NEW YORK, via SUEZ CANAL.
THE Steamship

"HANSEAT,"
Captain C. Hamme, will be despatched as above on or about the 31st instant.
To be followed by the S.S. "LYDERHORN" on or about 15th Feb., 1898.
S.S. "ORWELL" on or about 28th Feb., 1898.
For Freight, apply to SHEWAN, TOMES & Co., Agents.
Hongkong, 6th January, 1898. [67]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
FOR LONDON, via STRAITS AND COLOMBO.
(Taking Cargo at through rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)
THE Company's Steamship

"PINGSUEY,"
Captain D. Davies, will be despatched as above on or about the 8th February.
For Freight, &c., apply to HOLLIDAY, WISE & Co., Agents.
Hongkong, 19th January, 1898. [142]

NORDEUTSCHER LLOYD.
NOTICE.

STEAM FOR STRAITS, CEYLON, MEDITERRANEAN PORTS, ANTWERP, BREMEN AND HAMBURG.
THE Company's Extra Steamship

"DARMSTADT,"
will be despatched as above on or about the 15th of February, 1898.
To be followed by the "GRIFFEL" on or about the 15th of March, 1898.
For Freight or Passage, apply to MELCHERS & Co., Agents.
Hongkong, 28th December, 1897. [1924]

Mails.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship "VERONA"
Captain C. H. S. Tocco, R.N.R., carrying Her Majesty's Mails, will be despatched from this office for BOMBAY, &c., on THURSDAY, the 27th January, at Noon, taking Passengers and Cargo for the above Ports.

All Cargo for France and London will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London.
Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further Particulars, apply to H. A. RITCHIE, Superintendent.
Hongkong, 13th January, 1898. [5]

NORDEUTSCHER LLOYD.
NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Prinzess Tuesday ... 1st Feb.
Sachsen Tuesday ... 1st March.
Bayern Wednesday ... 30th March.
Prinz Heinrich Wednesday ... 27th April.

ON TUESDAY, the 1st day of February, at Noon, the Company's Steamship "FREUSSEN," Captain P. Wette, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on SATURDAY, the 29th January. Cargo and Specie will be received on board until 5 P.M. on MONDAY the 31st Jan., and Parcels will be received at the Agency's Office until Noon on MONDAY, the 31st Jan. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

For further Particulars, apply to MELCHERS & Co., Agents.
Hongkong, 24th January, 1898. [58]

NORTHERN PACIFIC STEAMSHIP COMPANY.
VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Tacoma 2,549 A. Dixon Feb. 1.
Victoria 3,167 J. Truebridge Feb. 22.
Olympia 1,591 T. H. Dobson Mar. 15.
Columbia 2,505 J. A. Gaw April 5.

ALSO
FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Braemar 3,501 E. Porter Mar. 8.
Mogul 3,654 W. H. Wright Mar. 29.
Argyll 2,997 W. Ward May 3.

THE attention of Passengers is directed to the very cheap rates offered by this Line. Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK 241.
The Railroad travelling is second to none on the American Continent. Magnificent scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA 248.
Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

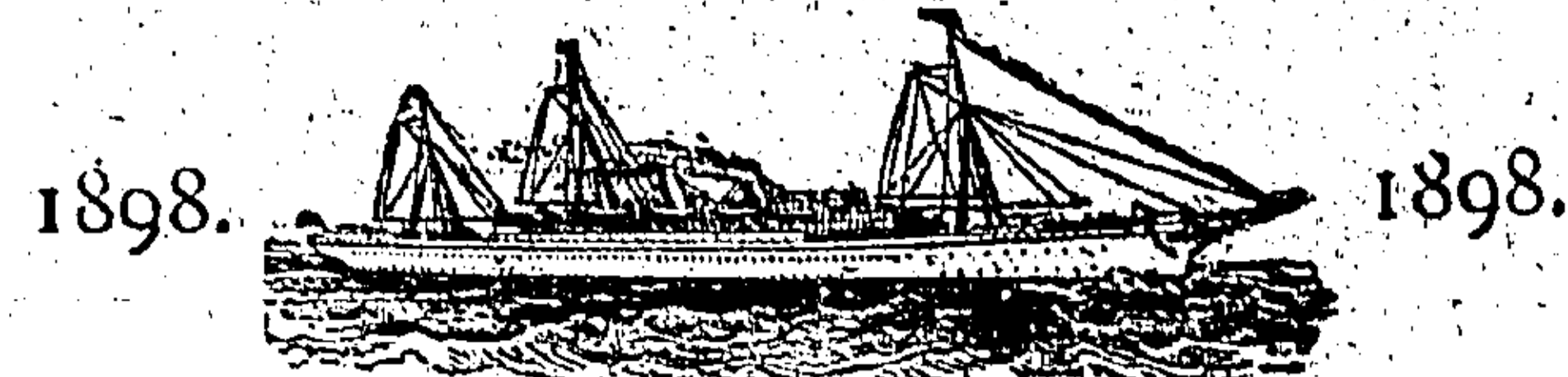
Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office with address marked in full by 5 P.M. on the day previous to sailing.

For further information apply to DODD, CARLILL & Co., General Agents.
Hongkong, 23th January, 1898. [1]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



1898. SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, via CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, E.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
EMPRESS OF INDIA...Comdr. O.P. Marshall, R.N.R., WEDNESDAY, 16th Feb., 1898.
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R., WEDNESDAY, 16th Mar., 1898.
EMPRESS OF CHINA...Comdr. H. Fyfe, R.N.R., WEDNESDAY, 6th April, 1898.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leaves daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further Information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Paddy's Street, 15.

Hongkong, 19th January, 1898.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama) Thursday, 3rd Feb., at Noon.

Belgic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 22nd Feb., at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 12th March, at Noon.

THE Company's Steamship "DORIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, and YOKOHAMA on THURSDAY, the 3rd February, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 15th January, 1898. [12]

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

SOLE AGENTS FOR HARTMAN'S PATENT'S GENUINE COLLOCATION RED HAND BRAND, HARTMAN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c.

SOLE AGENTS FOR FERGUSON'S SPECIAL CREAM, and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

REASONABLE PRICES.

Hongkong, 14th May 1898.

CHS. J. GAUPP & CO., CHRONOMETER, WATCH, and CLOCK MAKERS, JEWELLERS, SILVER SMITHS, and OPTICIANS. CHARTS and BOOKS.

NAUTICAL INSTRUMENTS. Sole Agents for Louis Audemars' Watch, awarded the highest Prize at every Exhibition, and for Volkmann and Sohn's CELEBRATED OFFER GLASSES.

MARINE GLASSES, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500.

Printed and Published by CHESLY DUNCAN at No. 6, Paddy's Hill in City.

Dr. OVERLACH'S MIGRAININE

(ANTIPYRINE—CAFFEINE—CITRATE)
(1) Excellent results in the severest cases of migraines, as well as in headache arising from alcohol, nicotine and morphia poisoning, neurasthenia, influenza, grippe, etc.

(2) The best antipyretic, even in threatened collapse, because the caffeine of Migrainine acts simultaneously as an analgesic.

Use only Dr. OVERLACH'S MIGRAININE, "Lion Brand," and always prescribe "MIGRAININE HOECHST."

Sole Manufacturers: FARMWERKE VORM. MEISTER LUCIUS & BRUNING, HOECHST O. M.

Literature of the above Preparations supplied gratis at request to medical men.

CHINA EXPORT, IMPORT & BANK CO., SOLE AGENTS FOR CHINA. BEWARE OF SPURIOUS IMITATIONS! [34]

THE NEW FRENCH REMEDY, THERAPION.

This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Volpeau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of future and other serious diseases.

In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2, for impurity of the blood, security, plumper, spots, blotches, pains and swellings of the joints, secondary symptoms, disease of the bones, sore throat, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of the sufferer's teeth and ruin of health.

This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3, for nervous exhaustion, want of vitality, and all the distressing consequences arising from early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigour to the debilitated.

THERAPION may be procured at 2/6 and 4/6 per package, of the principal Chemists and Merchants throughout the world. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila. [36]

LEVY HERMANOS. DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

Sole Agents in the East for the amalgamated CLIMAX, HUMMER and GLADIATOR CO., Ltd., DUNLOP TREADER'S BICYCLES—PRICE, \$185.

A special reliable Watch made for this Climate. Quality A.....\$16. Quality B.....\$12.

10, QUEEN'S ROAD CENTRAL, Opposite the Telegraph Office.

Shipping. STEAMER.

FOR NEW YORK via SUEZ CANAL. THE Steamship

"LYDERHORN" will be despatched as above on or about the 15th February.

To be followed by the S.S. "ORWELL" on or about the 28th February.

For Freight, &c., apply to SHEWAN, TOMES & Co., Agents.
Hongkong, 13th January, 1898. [1755]

£100,000,000 UNCLAIMED! DOUGAL'S REGISTERED LIST.

containing names of 20,000 Families advertised for to claim property and money since 1700. Price 1s. 6d., post free 2s. Every man and woman should buy this book, as instructions are given how to recover property from Chancery. DOUGAL & CO., 62, Strand, London, E.C. 4. A fortune may await you. Will search for.

NEW SINGAPORE TOWN HALL.

1. A PREMIUM of £200 is offered for the Design that may be selected for the Singapore Permanent Memorial of Her Majesty's Diamond Jubilee.

£200 will be paid to the Designer of the building adjudged by the Committee to be second in merit.

2. The Committee consists of:—
2 Members appointed by the Governor;
2 Members appointed by the Municipal Commissioners.

2 Members appointed by the Subscribers and a Chairman elected by the above.

3. The building must contain the following accommodation:—
(1) A Town Hall suitable for Public Meetings, Balls, Concerts, &c., about 100 feet by 50 feet, upstairs, with dining or supper room below.

(2) Theatre to seat about 1000.

4. The Design must be sent in so as to reach Singapore by 30th April, 1898, and can be forwarded direct to the undersigned.

5. The Town Hall must form part of the same building as the Theatre, but the two should not communicate with each other except by the Verandahs.

6. The building to be provided with sufficient dressing, cloak, card and smoking rooms, bars, promenades, &c., and to be surrounded with a Verandah not less than 15 feet in width. The design to provide for the Verandah rails being of iron.

7. Kitchen and accommodation for four servants to be arranged on the roof.

8. It is proposed to erect the building of grey granite or granite and brick combined.

9. No basement required but the lower floor to be raised at least 5 feet above the ground as the site is low.

10. The rainfall in Singapore is very heavy, six inches and more sometimes falling in one day. The roof and guttering should therefore be designed to allow of the rapid escape of a large quantity of water.

11. Tiles are the roofing material of the Straits.

12. The cost of building in Singapore may be taken to be from seven to nine cents of a Straits dollar per cubic foot of whole building.

13. The cost of the building should not exceed \$300,000. The climate of Singapore is a perpetual summer, the average temperature being 80 Fahrenheit. It is therefore essential that the various rooms should be as open as possible to the outer air and that free ventilation from floor to ceiling should be ensured to every part of the building.

14.—The site is perfectly flat and of ample size to accommodate a building of any design. A plan of the site can be obtained from the undersigned or from Major CAMERON, W. EGERTON, Hon. Secretary to the Permanent Memorial Committee.
Singapore, Straits Settlements, 6th November, 1897.